

LOOP
202

GILBERT ROAD TO HIGLEY ROAD

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Construction will start this summer between Gilbert and Higley roads. Final design will be finished in April for this 4.5 mile, six lane segment. The project has been accelerated at the request and expense of the City of Mesa. The new segment is expected to open to traffic by summer 2003.

Traffic interchanges at Val Vista Drive and Greenfield and Higley roads are included in the project. The freeway passes under Gilbert Road and begins a gradual ascent to just above existing ground level near the gravel-mining pit at Thomas and Lehi roads. Thomas will be elevated over the corridor. No traffic interchange is planned there. The freeway flows beneath Val Vista, is elevated over the South Canal, and Greenfield is over the freeway. Greenfield will provide access to an industrial area north of Loop 202. Higley also crosses over the freeway.

Nearly the whole gravel pit will be filled with material excavated from the Country Club to Gilbert project. The remaining basin will be used for detention of storm water runoff. The pit will also be used as a temporary holding area for material that ultimately will be used for highway embankment. The project will include moving about 750,000 cubic yards of material from the west end of the project to the east end, across the South Canal. Small pits between Thomas and Greenfield will be filled as part of the project's earthwork.

Early completion of bridges over the South Canal is key to completing project earthwork, keeping haul trucks off local streets and expediting roadway construction. A separate project has been readied for



Lehi Rd.

Thomas / Lehi Gravel Pit

bidding as soon as possible to construct these bridges.

The area east of the South Canal will have some spectacular vistas of Red Mountain and is one of the more scenic segments of the Regional Freeway System. The freeway runs along a bluff that parallels the Salt River. It passes under Greenfield and Higley roads, however, because of the lay of the land, the freeway will be at or near existing ground level. Higley and Thomas roads will be the end of Loop 202 until completion between Higley and Power roads in 2005.

Thomas Road will be relocated to the north of its present alignment at Higley to serve future traffic needs and avoid more than one crossing of a major drainage area. Higley Road may be expanded in the future and improvements constructed

with this project will accommodate these plans.

Thomas Road will be widened to five lanes east of Higley for traffic needs projected by the City of Mesa. Thomas Road east of Val Vista will be realigned for the new South Canal bridges and a multipurpose crossing will be constructed to allow SRP and Sun Circle Trail users continuous access along the canal.

The only detour during construction will be at Higley Road. Utility relocations for water, power and telephone services are scheduled to be completed prior to the start of freeway construction.



FOR MORE INFORMATION

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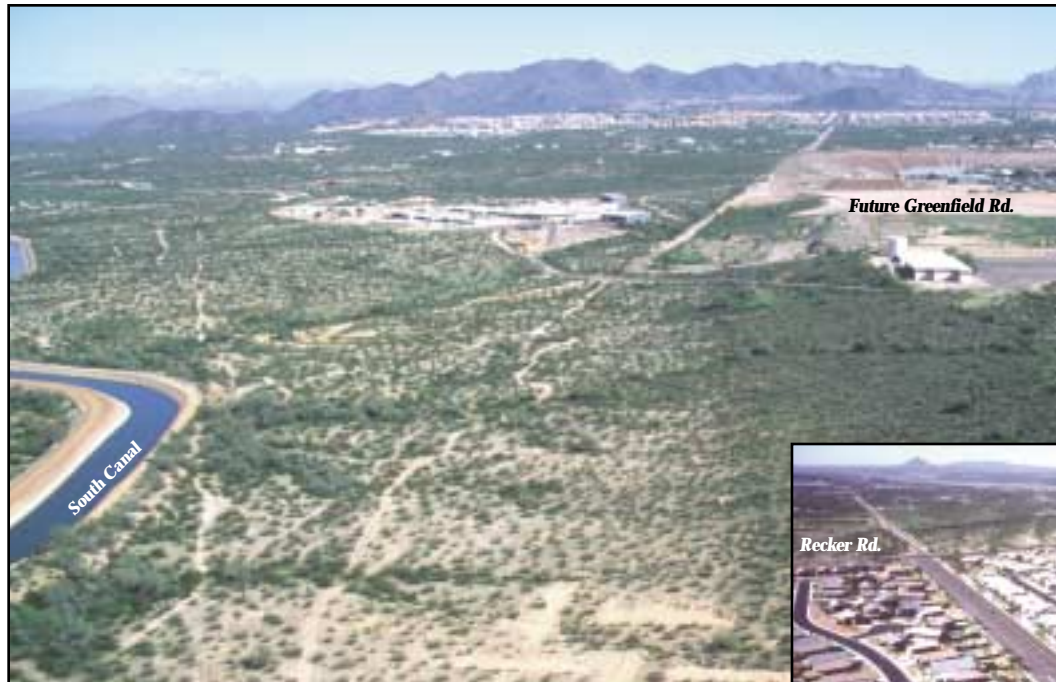
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WORLD WIDE WEB
www.redmountainfreeway.com



Future Greenfield Rd.

Recker Rd.

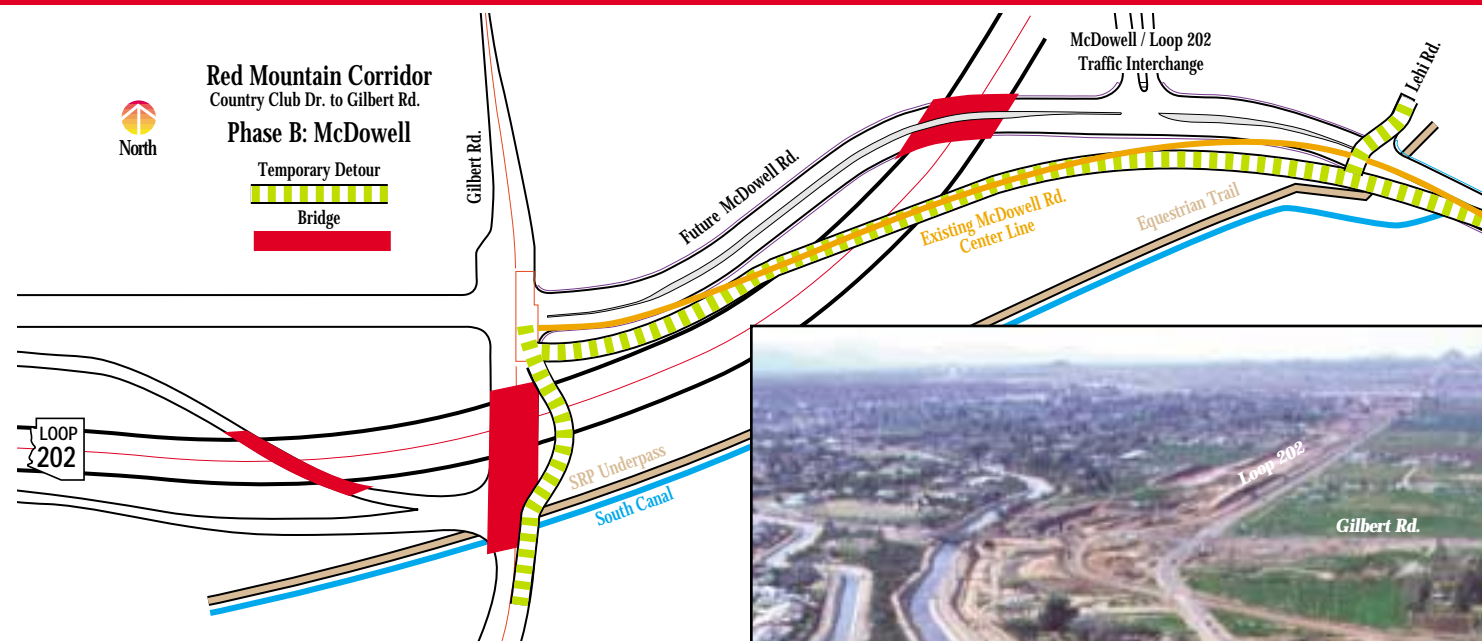
ARIZONA DEPARTMENT OF TRANSPORTATION

LOOP
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RED MOUNTAIN CONSTRUCTION UPDATE

LOOP
202

F E B R U A R Y 2 0 0 1



Dear Neighbor,

A \$6.5 million second phase of construction has started as part of ADOT's efforts to complete the Loop 202 Red Mountain Freeway to Gilbert Road. An interim opening to Gilbert Road is scheduled for December.

A realignment of McDowell Road between Lehi and Gilbert roads, a bridge to carry the new McDowell across the freeway, a modernized Gilbert/McDowell intersection and an equestrian underpass at McDowell near Lehi Road are key elements of this phase.

The opening to Gilbert Road will provide freeway access to and from the west. The second phase work on McDowell Road sets the stage for freeway connections to and from the east which will open to traffic with the Gilbert to Higley segment by summer 2003.

Completion to Gilbert Road requires a temporary bypass around bridge construction at Gilbert and at the South Canal where an underpass will also be built as an SRP crossing. A detour of McDowell Road between Lehi and Gilbert is also required, and a temporary intersection for Gilbert/McDowell will be in operation until all road work has been completed.

Traffic is expected to be placed on these temporary roadways by early spring. The detours will remain in place through the end of the year.

The second phase project is scheduled for completion at the same time work is finished on the \$58.9 million first phase which began in June, 2000.

Significant progress has been made in the 3.5 mile segment. The Country Club Drive bridge and its interchange with Loop 202 are nearing completion, while bridges to carry Center Street, Mesa and Stapley drives and Gilbert Road over the freeway are advancing. A new



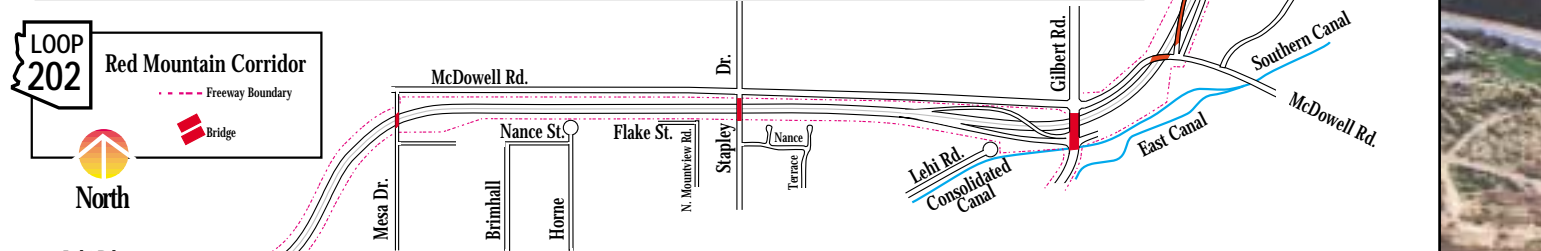
structure will also carry Gilbert over the South Canal, while a ramp bridge over Loop 202 will carry Gilbert Road traffic onto the westbound lanes of the freeway.

Significant progress is also visible as excavations continue for the depressed Country Club to Gilbert segment. More than four million cubic yards of earth will be cleared for the path of the six lane freeway.

During this massive construction our highest priority is to minimize disruptions to the traveling public and to ensure a safe passage through intersections with local streets impacted by the projects. We thank you for your patience, perseverance and cooperation.

Sincerely,

Mike Zimmnick, P.E.
ADOT Senior Resident Engineer

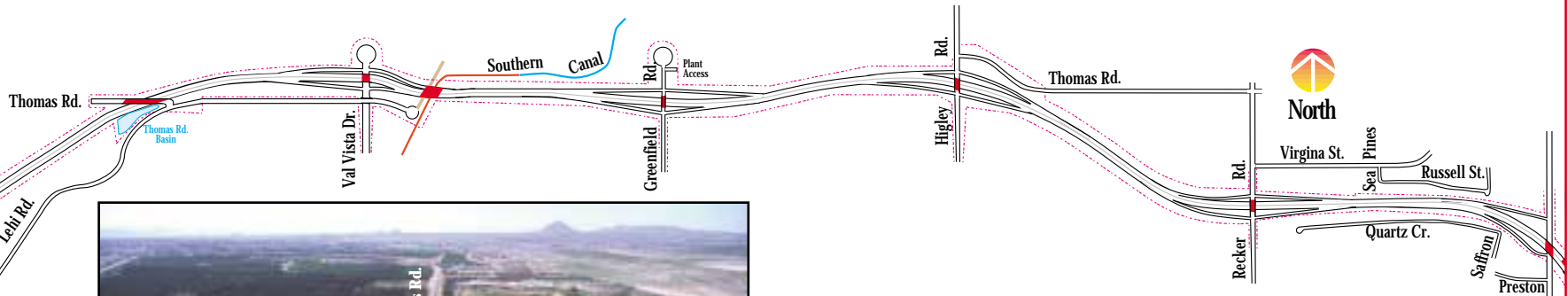


CONSTRUCTION SCHEDULE

(In Millions of Dollars)

Segment	Estimated	Planned Start
Gilbert Rd. - Higley Rd.	\$64.4	Summer - '01
Higley Rd. - Power Rd.	\$31.3	Early - '04
Power Rd. - University Dr.	\$85.0	Early - '05
University Dr. - U.S.-60	\$60.3	Fall - '05
U.S.-60 - Baseline Rd.	\$17.5	Early - '04

(Regional Freeway System Life Cycle Program: Fiscal Years 2002-07)



CORRIDOR DETAILS

The Loop 202 Red Mountain Freeway design includes three general purpose lanes in each direction, separated by an open median with cable barrier. Between University Drive and Broadway Road there will be connector roads on both sides of the freeway for local access. The freeway profile varies along the corridor, ranging from depressed to sections elevated over some streets and canal crossings. Architectural treatments are included on walls and bridges. Separate projects to landscape the freeway will follow completion of each construction segment.

A reclaimed water line is being built for the City of Mesa adjacent to the freeway. Its source is the Northwest Water Reclamation Plant near 8th Street and Dobson. Its treatment capacity is being more than doubled and its reclaimed water will be used for groundwater recharge and landscaping. The three-foot diameter water line runs along the south side of the freeway from the plant to Val Vista Drive.

Elevations at Major Street Crossings

Streets over Freeway

- Center Street
- Mesa Drive
- Stapley Drive
- Gilbert Road
- McDowell Road (east and west)
- Thomas Road
- Greenfield Road
- Higley Road
- Recker Road
- McKellips Road
- Brown Road
- University Drive
- Main Street/Apache Trail
- Broadway Road

Freeway Over Streets

- Country Club Drive
- Val Vista Drive
- Power Road
- Southern Avenue
- Superstition Freeway

